Transport Canada Transports Canada

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Feedback

Canadian Aviation Service Difficulty Reports

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TC-1005135

Canada

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CSeries Front Cover Picture

The Bombardier CSeries presently in the production stage at the Mirabel, Quebec plant with a scheduled first test flight this year. This aeroplane will provide a 100 to 149 seat variation between two models and is expected to offer significant fuel savings and newly advanced technologies.

Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Canadian Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

For all technical inquires related to articles of this magazine, please address your correspondence to *CAWWebFeedback@tc.gc.ca*

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Heads Up

Electrical Wiring Interconnection System (EWIS)

Electrical Wiring Interconnection System or commonly known in our industry as EWIS includes wiring systems and components such as harness bundles, clamps and connectors found throughout an aeroplane.

Historically, EWIS came to the forefront of public attention after the tragic in-service event involving a Boeing 747 midair explosion in 1996.

Shortly after, another event occurred with a MD-11 crashing into the ocean off the coast of Nova-Scotia.

Both of these unfortunate events involved a wiring fault of some kind and through other investigations of similar aircraft, a common concern towards the deterioration of aeroplane wiring was evident.

Conclusive regulatory changes followed through the Canadian Aviation Regulation (CAR) standard 525.1729 requirement for aeroplane manufacturer Instructions for Continuing Airworthiness (ICAs) documents to better inspect, repair and maintain aeroplane wiring.

With this edition of Feedback Magazine and in-line with the EWIS theme, you will notice 5 articles written to emphasize the importance of good maintenance practices and awareness towards this critical system.

Articles 20120308003 (page 2) and 20120207004 (page 3) defines the importance to follow all manual instructions when maintaining aeroplane wiring systems.

Article 20120302001 (page 4) describes a scenario where system failure was imminent and the importance for thorough inspections.

Article 20120323002 (page 7) describes an in-service snag which involved an unsuccessful resetting of a Circuit Breaker (CB) due to harness arcing.

Article 20120306008 (page 8) captured an event involving extensive trouble-shooting and aeroplane downtime with several major component replacements upon which the findings were determined to be an error from previously performed maintenance.

These examples provide valuable lessons for maintainers on the importance of proper wiring maintenance practices in order to support the continued safe operation of our aeroplanes.

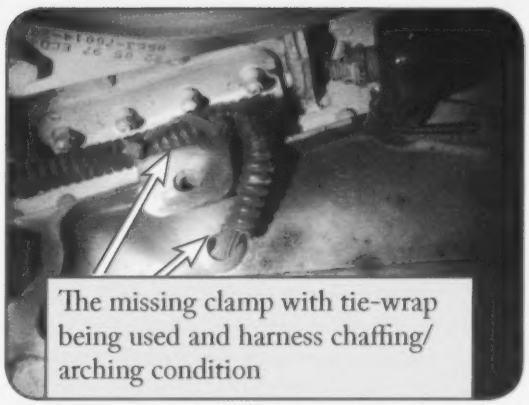
AIRBUS, A330 243 SDR # 20120308003

Main Door Harness – Bad Installation & Chaffing

SDR submitted:

At arrival, it was noted that circuit breaker (C/B) 2LW on the cabin overhead panel was out. When the C/B was reset for troubleshooting, significant sparking was noted at the forward right (R1) passenger/crew door. The sparks were concentrated near the main interior door operating handle.

When the trim was removed from the door, it was noted that the main wire bundle for the door was completely burnt and had arced at one location. It appeared that a grommet was adrift and had split open, allowing a chaffing condition of the harness on the door structure.



The missing clamp with tie-wrap being used and harness chaffing/ arching condition

Also noted was a missing clamp where a tie-wrap was used to secure the harness, inducing a misalignment condition and eventual harness failure.

The grommet and wires were replaced and a clamp was installed, making the aeroplane serviceable.

Transport Canada Comments:

Correct installation of any part or assembly of an aeroplane is essential for its continued airworthiness and safety of flight. 🛠

BOEING, 737 8K5 SDR # 20120305001

Broken Main Landing Gear down-lock assist spring attachment pin

SDR submitted:

During a standard walk-around, the pilot reported that the right hand main landing gear had a loose spring hanging. Upon further investigation it was noted that the right hand down-lock spring attachment pin had sheered and the forward spring assembly had come loose.

The pin was replaced and the aeroplane was returned to service.

Transport Canada Comments:

The importance of the walk-around inspection from both the flight crew and maintenance engineer is an essential task prior to any flight. 🛠

Right main landing gear broken down-lock spring attachment pin

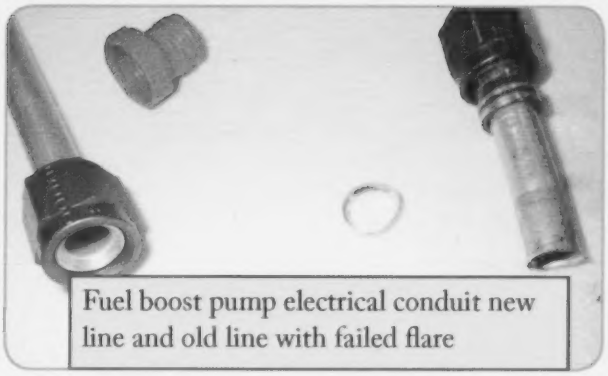
BOMBARDIER, CL600 2B19 (RJ100) SDR # 20111209006

CRJ Fuel Leakage

SDR submitted:

The centre fuel tank was fueled to maximum capacity at 2270 kg (5005 pounds). The aeroplane was parked in the hangar and fuel was noted to be dripping from the left-hand aft face of the main landing gear wheel well forward bulkhead just to the left of the aeroplane centerline. Further investigation revealed the leak was coming through the left boost pump electrical connector backshell.

The fuel was entering the wiring conduit because of a cracked flare at the left fuel boost pump canister.



Fuel boost pump electrical conduit new line and old line with failed flare

The aeroplane was removed from service and power lockout procedures were immediately carried out. The tube assembly was replaced and all appropriate leak checks were completed, returning the aeroplane back to service.

Transport Canada Comments:

It is suspected that from past boost-pump canister changes, the electrical conduit B-nut was over-torqued, causing the eventual failure of the conduits flare end.

Transport Canada Civil Aviation is advising all owners, operators and maintainers to reference the Aircraft Maintenance Manual for all required torque values with special consideration when working electrical fuel conduit lines.

BOMBARDIER, CL600 2B19 (RJ100) SDR # 20120207004

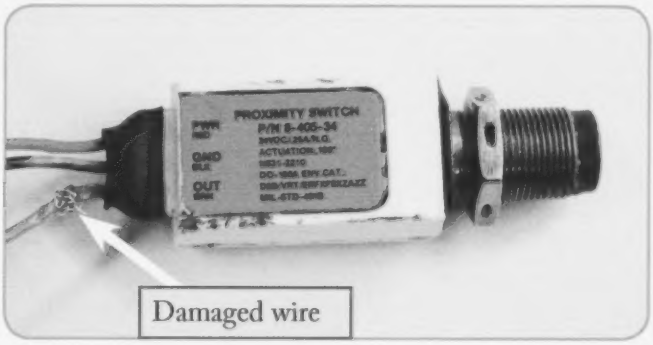
Improper Wiring Support

SDR submitted:

The flight crew reported a passenger door stow caution message on the Engine Indicating Crew Alerting System (EICAS) displays.

Troubleshooting found the main cabin door (MCD) handle proximity sensor (PS1MB) had a frayed and damaged wire from interference with the MCD handle linkage.

The proximity sensor was replaced and the aeroplane was made serviceable.



Transport Canada Comments:

As defined by the operator, this proximity sensor was recently replaced.

The normal installation and wiring support requires the wires to be bent back 180 degrees against the sensor body and ty-wrapped in place to provide clearance from the inner door linkage mechanisms. It appears that the wires under the ty-wrap migrated back resulting in contact with the handle linkage, causing the damage to the wire.

Wire support failures as defined can generate system failure that can be difficult for maintenance personnel to find and correct.

Transport Canada Civil Aviation (TCCA) is advising all maintenance personnel to adhere to all standard wiring practices and maintenance manual instructions.

Internal Fuel Tank Structural Fatigue

SDR submitted:

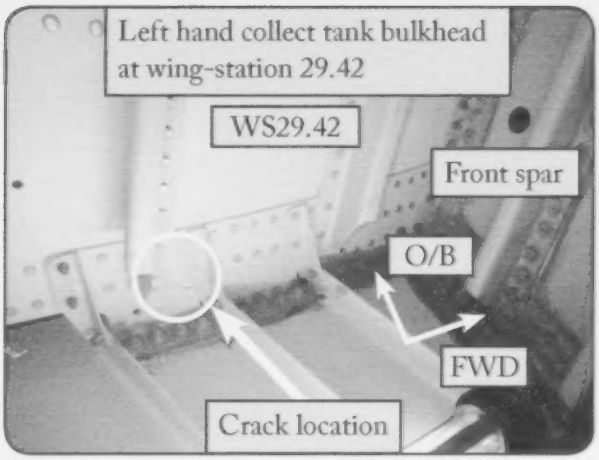
The maintenance technician was performing a internal zonal inspection of the centre wing section as per task card #RJ2-57-900-320 when he found cracks emanating from one of the two relief stringer cutouts for the web of the support angle at both sides of wing station 29.42.

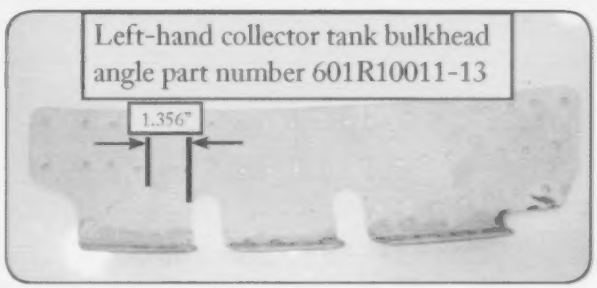
The aeroplane was down for a scheduled "C" check.

New parts were fabricated and heat treated as per Structural Repair Manual (SRM) 51 10 06 section 3D and corrosion protection reapplied as per SRM 51 25 00 and 51 25 16.

Transport Canada Comments:

Transport Canada Civil Aviation (TCCA) is advising all CRJ 100/200 operators to pay close attention to this area in reference to the above mentioned task card for probable crack propagation. 🛠





Chaffed wing leading edge harness

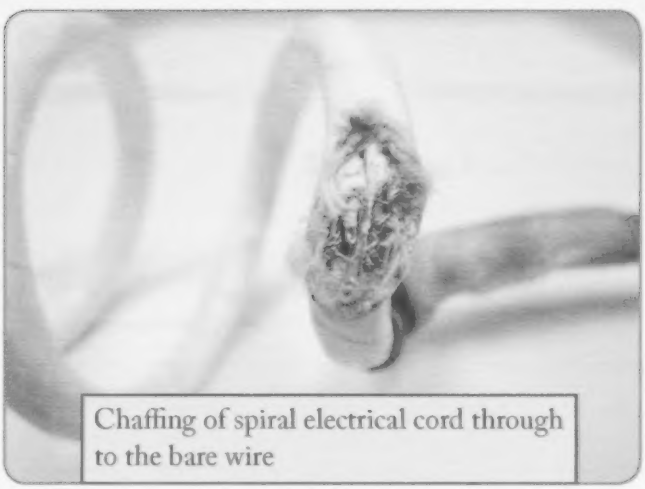
SDR submitted:

During a routine maintenance inspection, chafing was discovered on the spiral electrical cord at each of four locations in the leading edge of the left and right wings (two per side). This spiral electrical cord provides the required electrical inter-connect between the slat and the wing for skew and overheat detection and indication.

The outer harness insulation was worn through and were repaired or replaced as required making the aeroplane serviceable.

Transport Canada Comments:

Wire harness chafing such as described in this service difficulty can cause intermittent system failures that can be difficult to trouble-shoot and correct. 🛠

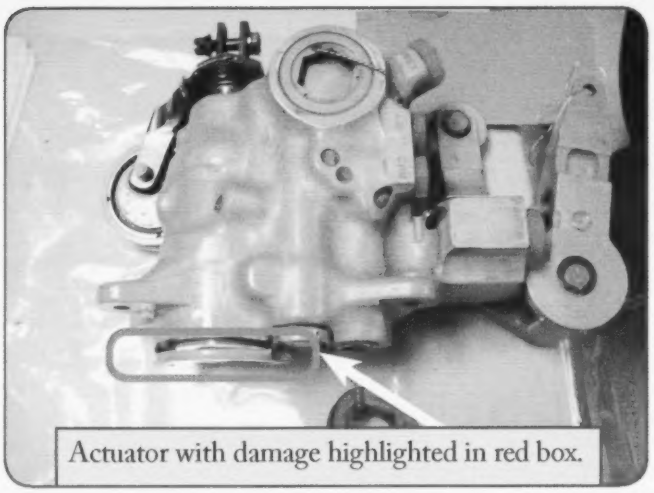


BOMBARDIER, EQUIPMENT SDR # 20120229006

Damaged Spoiler Actuator

SDR submitted:

The pilot noticed during taxi for take-off that the right hand outboard spoiler was not deployed. Upon inspection, hydraulic fluid was found to be leaking from the right hand out board wing. Further investigation revealed a loss of hydraulic fluid at a rate of 1 qt per 10 min of engine operation. Maintenance found the spoiler actuator broken and resulting damage to the mounting bracket at the rear spar. (Actuator damage – threaded portion of end cap cracked 270 degree of circumference)



Actuator with damage highlighted in red box.

Transport Canada Comments:

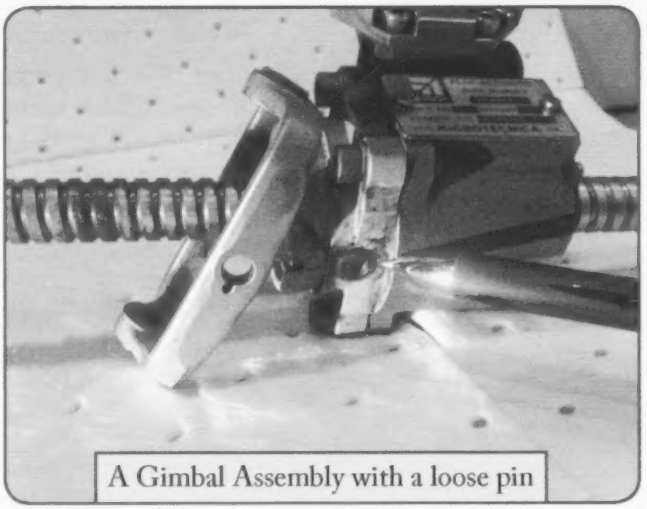
This could be a possible area of concern as the fleet ages.

CESSNA 750 SDR # 20120430003

Flap Actuator (Gimbal Assembly)

SDR submitted:

During a walk-around inspection, it was noted that the left-hand inboard flap segment had an excessive amount of fore and aft movement. Further investigation revealed that the flap actuator gimbal assembly that provides the flap actuator to airframe mounting interface was loose at the flap actuator body.



A Gimbal Assembly with a loose pin

Upon removal, it was evident the two gimbal retaining pins that hold the gimbal assembly to the actuator body were not properly in place. The lower retaining pin was missing entirely and the upper pin had migrated enough that it was no longer engaged into the flap actuator body. These retaining pins are supposed to be held in place by snap rings; however both snap rings were missing. This led to a condition whereby the flap actuator was no longer secured to the trailing edge of the wing, and was only held in position by the Teleflex cable that operates the flap actuator.

This created a potential for the inboard flap segment to jam or to come entirely free from the aeroplane.

Transport Canada Comments:

Transport Canada is investigating further with the FAA and the responsible Type Certificate Holder.

It is recommended that operators pay particular attention to this area. Flap assemblies are subjected to significant airloads during flight conditions.

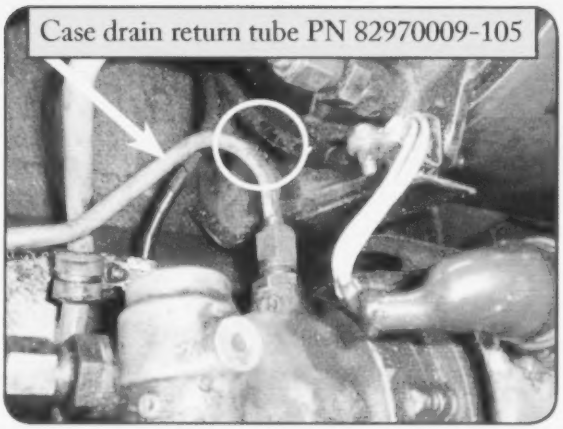
DHC 8 100 SERIES SDR # 20111215004

#1 Hydraulic Line – Failure

SDR submitted:

During descent, the flight crew observed a rapid pressure drop of the #1 hydraulic system which directly affected wing flaps, inboard roll spoilers, normal brakes and anti-skid functionality. An emergency was declared and the aeroplane landed without further incident.

Upon shutdown, maintenance personnel noticed hydraulic fluid dripping from the left hand wheel well. Further troubleshooting revealed that the electrical wires had chaffed into the #1 hydraulic standby pump case drain return tube.



Transport Canada Comments:

This is a good reminder to all maintenance personnel to inspect for signs of chafing and fouling conditions at every opportunity when in these confined areas.

In this case, an emergency landing was the result of a fouling condition. 🛠

HAWKER BEECHCRAFT B200 SDR # 20120427002

Engine Cowl Latches

SDR submitted:

Shortly after departure, the left hand engine forward upper cowling latch (aft right hand side) opened in flight. The pilot then returned the aeroplane to the same airfield without incident.

Maintenance removed the cowling, inspected and found no defects in the latching mechanism. The aeroplane was then returned to service.

Transport Canada Comments:

Further investigation revealed several previous events of a very similar nature.

The cowl latch design is such that if not properly configured prior to installation; then it is possible that hook to pin engagement may not occur, even though the external safety markings would indicate that the cowls were latched.

It is recommended that prior to closing the cowls; ensure that the lock lever or trigger is visible and slightly protruding into the hook radius. A thorough verification of a successful latch is essential. 🛠

LEARJET, 45 SDR # 20120323002

Wiring Harness Damage and Arcing

SDR submitted:

During the pilot walk around, the baggage light circuit breaker (C/B) was noted as "popped" or out. After a reset the C/B immediately popped. Maintenance removed the baggage panels in order to inspect a suspected wiring harness run and with the ceiling panels down, the maintenance technician noted a flash when the light switch was turned on.

Further inspection found two wires chafed through the insulation by the auxiliary power unit (APU) intake duct.

The wires were repaired and the clamp holding the bundle was adjusted for better clearance and the aeroplane was released for service.

Harness arcing damage

Transport Canada Comments:

Proper harness support and protection to prevent occurrences as stated is essential for the safe continued operation of all aeroplanes. 🛠

MITSUBISHI – USA, MU 2B60 SDR # 20120605007

Landing Gear Door Rod-end Failure

SDR submitted:

During gear retraction and extension, the pilot heard a loud bang. The aeroplane landed without incident and maintenance found the right-hand forward gear door rod-end broken.

The rod-end assembly was replaced and the aeroplane was made serviceable.

Transport Canada Comments:

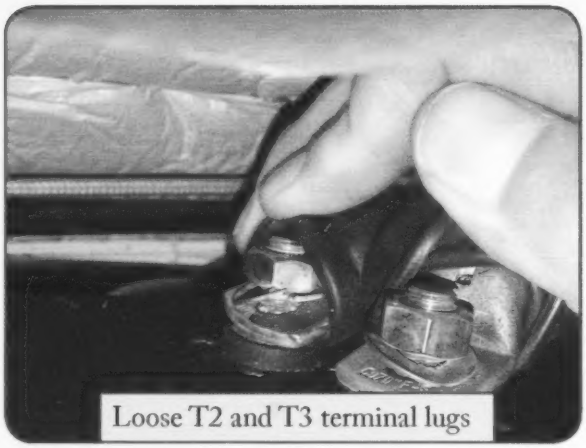
Transport Canada Civil Aviation (TCCA) is advising all Mitsubishi MU-2B60 owners, operators and maintainers to pay close attention to the main landing gear door rod-ends for possible signs of cracks. 🛠

Gear door rod-end failure

Loose Terminal Lugs

SDR submitted:

A defect was recorded where the battery assist function was inoperative (secondary start) which was rectified by the replacement of the left-hand power junction box (LHPJB). A few days later a defect was recorded: "generator 1 bus crew advisory status CAS message, unable to clear". While conducting troubleshooting with the external power on, the battery 1 voltage drained down below 20 volts. During further troubleshooting it was confirmed that the battery 1 generally would not charge with external power connected and would continue to discharge, with the exception of a few instances when battery 1 would receive a partial charge (approximately 27 volts from a 28.5 external power unit). During engine runs, it was also confirmed that the secondary start sequence was not functioning. Additionally there was no load sharing when generator 1 or generator 2 was turned off line where it was suspected that the bus tie was not closing.



Loose T2 and T3 terminal lugs

Extensive trouble shooting was carried out with no faults found. The left-hand power junction box was again replaced with nil fix. While removing the right-hand power junction box for replacement, the two rear connections at Terminal 2 and Terminal 3 were found to be significantly loose and arcing on the lugs.

The lugs were tightened and the system was tested serviceable. The right-hand junction box was replaced due to terminal lug damage.

Transport Canada Comments:

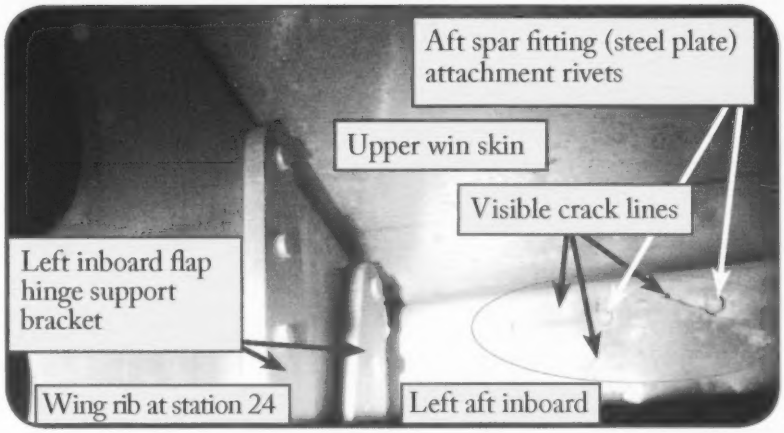
Another example of the difficulties that can be encountered when troubleshooting electrical snags on an aeroplane.

It is suspected that due to the finding where both terminal attachments were loose, previous maintenance work in this area was performed where the error was induced. 🛠

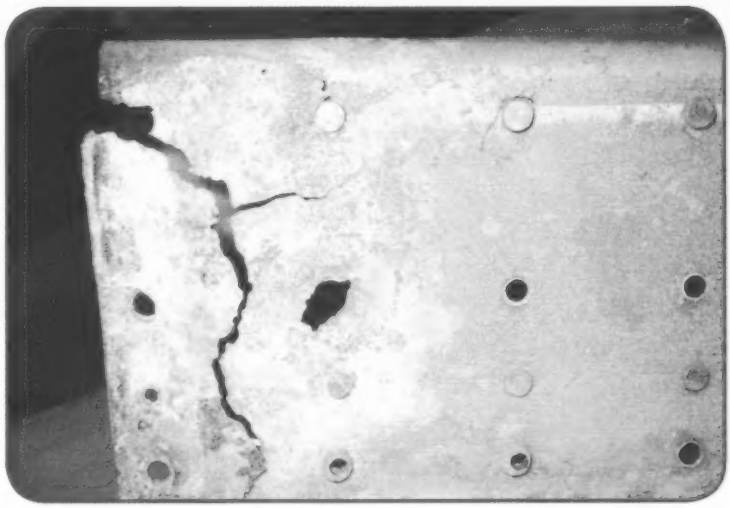
Aft Wing Spar Area – Severe Corrosion

SDR submitted:

A visual inspection of the wing rear spar attachment fitting (using light and mirror) (Wing Rib Station 24) revealed evidence of corrosion. This area is very difficult to inspect (no inspection panel), thus a video camera was needed to facilitate a more detailed inspection.


Aft spar fitting (steel plate) attachment rivets
Upper win skin
Visible crack lines
Left inboard flap hinge support bracket
Wing rib at station 24
Left aft inboard

Subsequently, a detailed inspection using the camera revealed cracks on the steel aft spar plate attachment fitting, part number (P/N) 66762-000, located on the aft wing spar. Severe, dissimilar metal related corrosion was also found between the rear wing spar and the spar plate attachment fitting.



An earlier Service Difficulty Report reported similar corrosion in this same area. It appears that the aluminum spar and steel attachment fitting were assembled during manufacturing process without corrosion preventive protection. Initially, some metal flaking was visible, but upon disassembly; it was found that over 50% of the aft left-hand spar fitting was degraded by corrosion.

Transport Canada Comments:

Transport Canada Civil Aviation (TCCA) highly recommended that owner/operators comply with Piper Service Bulletin (SB) 977 (applicable to PA-28/PA-32, PA-34 &PA-44 series) and carry out a one-time inspection and other recommended corrective action. The installation of these access panels to the rear floorboards will then allow maintenance personnel to conduct a thorough corrosion related inspection of this important area. Additionally, TCCA recommend that operators also comply with the inspection procedures outlined in Piper SB 789A.

In the interim, it is recommended that maintenance personnel use a video camera or a small borescope to access this area to carry out these inspections. 🛠

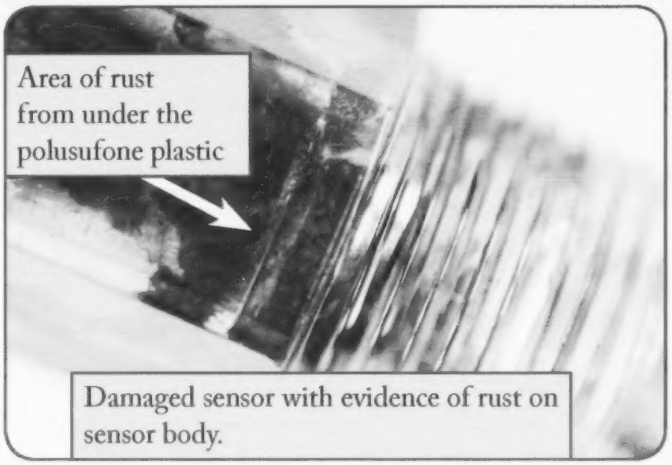
Potable Water Level Sensor Failure Causing Smoke in Aeroplane

SDR submitted:

After 4 hours into flight, electrical burning smell from the crew rest area was noticed. The smell was confirmed by pilots and cabin smoke emergency procedure was initiated. After pulling galley circuit breakers and turning the recirculation fan off, the smell dissipated and then came back a second time.

An emergency was declared and the flight was diverted without further incident. After cabin smoke procedure was completed, electrical fire procedures were carried out and the burning smell abated to a certain degree until landing.

Investigation found that a water level sensor was the cause of the smoke. The unit was sent for testing with the following results:



Damaged sensor with evidence of rust on sensor body.

The lab report suggests that a crack was likely caused by an over torque situation probably during installation of the unit. Water from the tank was able to penetrate the sensor body and cause the failure of the device.

Transport Canada Comments:

While a potable water system might not seem like an airworthiness item, maintainers are reminded that all system installed on or in an aeroplane are subject to the same rules and regulations. As much care and vigilance must be used when installing these systems as any other component.

Engines

ALLISON, 250-C47B

SDR # 20120229008

Cracked Compressor Scroll

SDR submitted:

An approximately 10 cm (4 inch) vertical crack was found on the left forward side of the engine compressor scroll during a scheduled daily inspection. The engine was completely replaced. The compressor was sent for overhaul. The scroll was a thin-wall type and will be exchanged for a thick wall version.

Transport Canada Comments:

Cracks are common with the thin wall compressor scroll. The cracks in this area are easy to detect and if large enough will cause an increased turbine temperature and likely a degradation of performance. Operators are reminded to be aware of this potential. 🛠

Cracked compressor scroll

BOMBARDIER, EQUIPMENT

SDR # 20120227003

Auxiliary Power Unit Fire Warning in Flight

SDR submitted:

While the aeroplane was climbing through 10 000 feet with auxiliary power unit (APU) operating, the red indication & crew alerting system (ICAS) "APU fire" posted. Crew selected the APU fire switch to shutdown the APU and message cleared. Crew declared an emergency and returned to the departure airport. An investigation revealed no sign of a fire.

The operator reported that this was the 7th occurrence on this aeroplane. The first occurrence initially took place around 2005 and was not reported. Also, at that time in an effort to save on fuel, a change in procedure had the crew shut off the APU prior to flight, thus the situation remained dormant until recently whereby crew now operate the APU in flight.

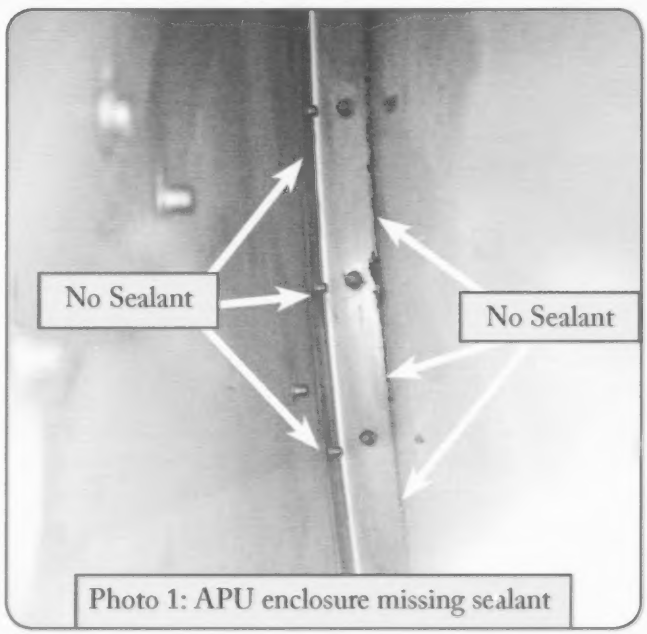


Photo 1: APU enclosure missing sealant

An inspection indicated that sealant inside the APU compartment was missing at the seams and at the APU mount to firewall interface. This resulted in lower pressure within the APU enclosure and may have resulted in reduced APU eductor efficiency. This caused the APU exhaust gases to be sucked into the APU enclosure tripping the fire loops.

Sealant was applied to the missing areas and the aeroplane flown with the APU running. Checked serviceable.

Transport Canada Comments:

This is an unusual instance, but a good example of where a problem can be dormant, only to reappear at a later point. Any abnormal occurrences must be dealt with appropriately and thoroughly. 🛠

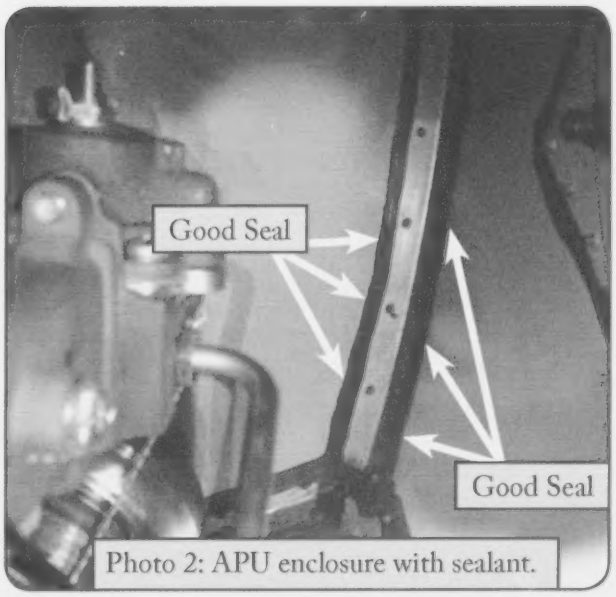


Photo 2: APU enclosure with sealant.

GARRETT, TPE331-11 SDR # 20111118015

Cracked Fitting On Propeller Governor

SDR submitted:

During the daily inspection, it was noted that oil was leaking out of the left engine cowling. Upon investigation, a fitting on the left engine propeller governor was found cracked. The fitting was replaced and the aeroplane was returned to service.

Transport Canada Comments:

Oil leaks can sometimes be an indicator of major problems. What may appear to be a minor leak can actually be an indicator of an impending failure which can lead to an in flight shutdown. 🛠

Cracked fitting

GENERAL ELECTRIC, CF34-10E5A1 SDR # 20111202002

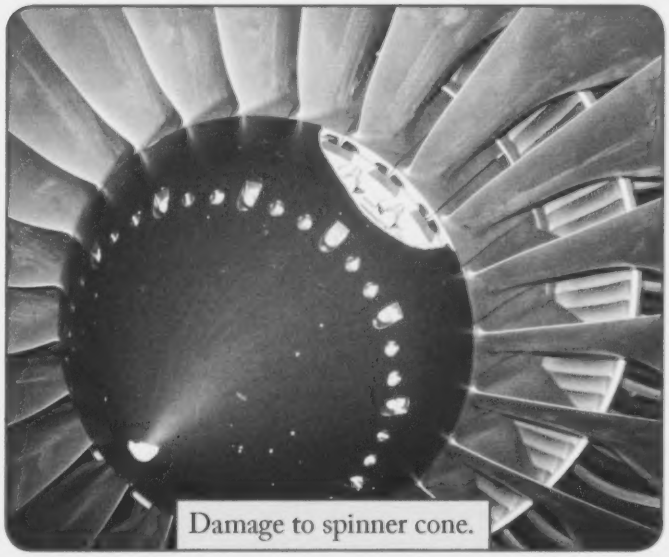
Cracked Spinner Cone Causing Fan Blade Damage / in Flight Shut Down

SDR submitted:

While at flight level 320, the crew reported high engine vibrations on the number 2 engine. They reduced power on the engine to idle to reduce/stop the engine vibrations. They declared a pan pan emergency and returned to departure airport where they landed overweight by approx 3000-4000k. After landing, the crew inspected the engine and found damage to several fan blades due to a missing segment of the engine nose cone.

Transport Canada Comments:

This issue may have been caused by pre-existing cracks prior to re-work in accordance with service bulletins 72-0159 and 72-0186. Maintainers are urged to become familiar with the contents of these bulletins.



Damage to spinner cone.

PRATT & WHITNEY-USA, JT8D-9A SDR # 20120319011

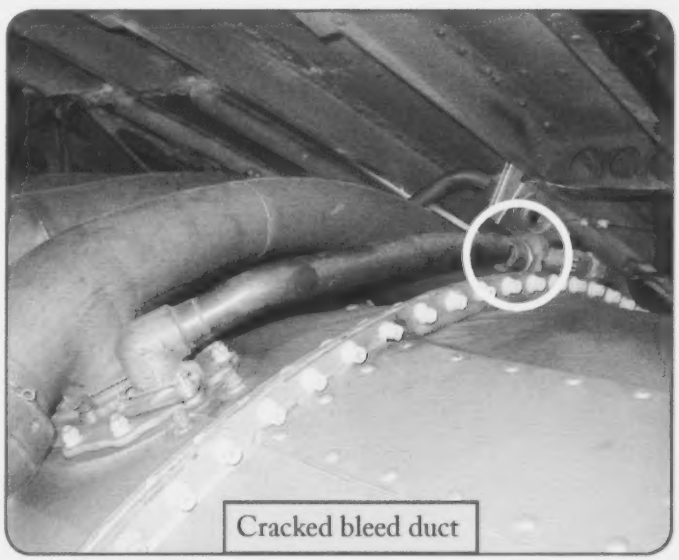
Fractured Bleed Air Line Causing Fire Warning

SDR submitted:

After takeoff, climbing through 6000 feet #2 engine fire warning activated. Crew followed the check list and returned with #2 engine shut down. Inspection of the engine found no evidence of fire however a ruptured bleed air duct was discovered. The duct was repaired and the aeroplane returned to service.

Transport Canada Comments:

As aeroplanes age, special attention must be given (during inspections) to components that are subjected to high heat and vibration loads.



Cracked bleed duct

Hangar Noise

The Retirement of Barry Caldwell

The production of Feedback Magazine is a team effort. This team is comprised of Technical Inspectors who are responsible for reviewing and investigating service difficulty reports (SDRs). These inspectors are also responsible for promoting safety by selecting significant SDRs for inclusion in the magazine and providing relevant comments. Recently, one of our more prolific contributors, Mr. Barry Caldwell, retired and we would like to recognize his efforts in promoting safety and his contribution to the success of the magazine.

Equipment Airworthiness Directives (ADs)

Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: www.tc.gc.ca/cawis-swimn

Manufacturer	AD Number	Origin	Description
GLOBAL STC SE00034EN	02/02/2013	United States	HPT Disks – Inspection/Replacement
GOODRICH CORPORATION	2013-06-51	United States	Goodrich Externally Mounted Hoist
O2 GENERATOR CAR 705	CF-2011-03	Canada	Security Concerns with the Chemical Oxygen Generators Installed in the Lavatories

Special Airworthiness Information Bulletins (SAIB)

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

SAIB Number	Make/Company	Subject	Issue Date
Federal Aviation Administration - *www.faa.gov/aircraft/safety/alerts/SAIB/*			
CE-13-27	Airplanes	Flight Controls – Frayed Flap Extend Cables	04/05/13
CE-13-26	Lavia Argentina S.A. (Laviasa) Piper Aircraft Inc.	Engine Air Intake System; Air Box Vanes	03/27/13
NM-13-25	Gulfstream Aerospace Corporation	Landing Gear: Nose Wheel Steering	03/22/13
CE-13-23	Univair Aircraft Corporation	Flight Controls; Elevator Control Horn	03/21/13
NM-13-24	Airbus	Air Conditioning System: Air Distribution Fan	03/21/13
CE-13-22	Cessna Aircraft Company Hawker Beechcraft Corporation Potter Brumfield Tyco	Electrical Power System – Circuit Breaker Switch	03/13/13
NE-13-21	Goodrich Corporation	Propeller/Rotor Anti-Ice/De-Ice System – Goodrich De-Ice Timer Failures	03/13/13
NM-13-20	Hawker Beechcraft Corporation	Communications System Wiring	03/13/13
NM-13-19	Hawker Beechcraft Corporation	Airfoil Anti/De-ice System	03/11/13
CE-13-18	Viking Air Limited	Ice and Rain Protection; Reduced Visibility Flying in Rain or Mist	03/08/13
CE-13-17	Aerostar	Flight Controls; Restricted elevator control system	02/28/13
CE-13-16	Cessna Aircraft Company	Hydraulic Power Pack/Landing Gear System	02/08/13
NE-13-15	Continental Motors Inc.	Engine Controls: Throttle and Mixture Control Levers	02/08/13
CE-13-14	Piper Aircraft Inc.	Fuselage – Cracking at Aft Tail Post Weld Joint on Piper Model PA-18 (L-21) Airplanes	02/06/13
CE-13-13	Airplanes	Leveling and Weighing: Aircraft With Weight and Balance Data from Rod Miland and/or RM Aircraft Services	01/23/13
SW-08-03R3	Rotorcraft	Recommendations for Rotorcraft During Icing/Snowy Conditions	01/17/13
European Aviation Safety Agency - *http://ad.easa.europa.eu/sib-docs/page-1*			
2011-15R1		Mode S and Mode C Transponder Systems: Ground Testing	10/25/12
NM-13-25	Gulfstream Aerospace Corporation	Model GVI Airplanes – Landing Gear – Nose Wheel Steering	11/20/12
CE-13-22	Tyco Potter Brumfield	W31 series Switch Style Circuit Breakers (SSCB)	11/21/12 12/19/12
NE-13-21	Goodrich Corporation	Part number (P/N) 3E1150-10 and P/N 3E1150-12 Propeller De-Ice Timer Failures	5/23/2012
NM-13-20	Hawker Beechcraft Corporation	Hawker 750 Aeroplanes – Communications System Wiring	03/14/13
NM-13-19	Hawker Beechcraft Corporation	Hawker 400, 400A and 400T Aeroplanes – Airfoil Anti/De-ice System	03/14/13
2010-17R5		Flight in Airspace with Contamination of Volcanic Ash	03/11/13

SAIB Number	Make/Company	Subject	Issue Date
2013-04		Hook and Loop Style Fasteners as Mounting Mechanism for an Emergency Locator Transmitter (ELT)	
NE-13-15	Continental Motors Inc.	Throttle and Mixture Control Levers.	
CE-13-16	Cessna Aircraft Company	Cessna 172RG, R182, 210 and T303 Aeroplanes – Hydraulic Power Pack / Landing Gear System	02/12/13
2013-03		Seat Track Monument Fittings Replacement	01/28/13
2013-02		Stall and Stick Pusher Training	01/22/13
2013-01		Notification of Unapproved Parts due to theft	01/17/13
CE-12-44		Piper PA-23-250 Aeroplanes with Lycoming IO-540-C4B5 Engines (Exhaust systems)	01/14/13
2012-19R1		Uncommanded Engine In-Flight Shutdown triggered by the Tachometer Box	01/09/13
SW-13-11	Robinson Helicopter Company	Robinson R44 Helicopters – Bladder Fuel Tank Retrofit	01/08/13
CE-13-10	M7 Aerospace (formerly Fairchild, Swearingen)	SA26, SA226 and SA227 Aeroplanes - Windshields Heating Element Failures	01/08/13
CE-13-09	Cessna Aircraft Company	Cessna 425 Aeroplanes – Cargo/Baggage Door	01/08/13

Service Difficulty Reports (SDRs)

LEGEND

JASC: **Joint Aircraft System Code number defining assembly/system/components**

SDR No.: **Transport Canada Civil Aviation (TCCA) assigned SDR control number —please quote in any correspondence or inquiries**

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific
ONT = Ontario
ATL = Atlantic
VAR = Various
PNR = Prairie and Northern
QUE = Quebec
NCR = Ottawa (Headquarters)

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AIRCRAFT						
AEROSPATIALE						
AS 350B2	2900	HYDRAULIC HOSE	704A34412253	UNSERVICEABLE	20130208003	ATL
AS 350B2	2900	SERVO PRESSURE LINE	704A34412251	USED	20130201006	ATL
AS 350B2	2913	PUMP MOUNT	350A35101700	CRACKED	20130213001	QUE
AS 350B2	5302	SKIN		UNSERVICEABLE	20130321008	PAC
AS 350B2	6320	MAIN ROTOR SHAFT	350A37000305	WORN	20130305005	QUE
AS 350B2	6730	TAIL ROTOR SERVO	AC67032	SERVICEABLE	20130208006	QUE
AS 350B2	7600	THROTTLE HANDLE	350A57116005	BROKEN	20130322002	QUE
AS 350B3	2912	HYDRAULIC FILTER BYPASS INDICATOR	80697	CLOGGED	20130321010	PAC
AS 350B3	6420	LAMINATED BEARINGS	704A33633221	CRACKED	20130129002	ONT
AS 350B3	6700	CONTROL ROD	350A27195009	UNSERVICEABLE	20130207004	PAC
AS 350BA	6730	SERVO		CONTAMINATED	20130318024	QUE
ATR 42 300	2720	BEARING	MS276482529	WORN	20130320002	ONT
ATR 72 202	3420	ALTITUDE AND HEADING REFERENCE UNIT	7003360944	UNSERVICEABLE	20130320003	PNR
AGUSTA						
AW139	0	HOSE ASSEMBLY NON-METALLIC	A385AA2B00B0600V	NEW	20130327007	ONT
AW139	7800	EXHAUST		CRACKED	20130130006	PAC
AW139	7800	EXHAUST		CRACKED	20130130007	PAC
AIR TRACTOR						
AT 802	5540	BEARING	MS141044	ORIGINAL	20130214001	ATL
AT 802	7800	BLEED AIR MUFFLER	510171	CRACKED	20130214006	ONT
AT 802A	3246	BOLT WASHER	NAS1149FO863A	LOOSE WORN	20130123007	PAC
AT 802A	5340	SCOOP TUBULAR PROBE	10A010000455	CRACKED	20130206009	PAC
AT 802A	7310	FUEL PURGE VALVE	3035889	UNSERVICEABLE	20130214010	ONT
AIRBUS						
A310 308	3232	NOSE LANDING GEAR DOOR ACTUATOR	C23199104	FAILED	20130204003	QUE
A310 308	5220	HOUSING AND BEARING ASSEMBLY	A5227162000000	CORRODED	20130318014	QUE
A310 308	5340	AFT CARGO DOOR	A52374216072	CRACKED	20130318011	QUE
A319 114	2530	AFT GALLEY		ACRID ODOUR	20130118002	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
A319 114	2611	SMOKE DETECTOR		FAILED	20130228008	QUE
A319 114	2923	POWER TRANSFER UNIT MANIFOLD UNION FITTIN		LEAKING	20130225013	QUE
A320 211	2120	LEFT PACK REHEATER DUCT		DEBRIS	20130204010	QUE
A320 211	2215	YAW DAMPER ACTUATOR	SC47003	FAILED	20130326002	QUE
A320 211	2420	ENGINE INTEGRATED DRIVE GENERATOR #1	740119H	FAILED	20130121012	QUE
A320 211	2780	SLAT SYSTEM		FAILED	20130121002	QUE
A320 211	2910	LEFT YAW DAMPER	SC47003	LEAKING	20130128017	QUE
A320 211	2910	HYDRAULIC LINE		FAILED	20130117010	QUE
A320 211	3230	SENSOR	201117017	FAILED	20130311015	QUE
A320 211	3610	DUCT ASSEMBLY	D3617003700200	FAILED	20130308005	QUE
A320 214	2820	JET PUMP NOZZLE		FAILED	20130114008	QUE
A321 211	2910	PIPE	D2904004605801	CHAFED	20130318019	QUE
A330 243	3397	WING LIGHT ASSEMBLY	3026724	BURNT	20130327002	QUE
A330 342	3320	BALLAST	325080	OVERHEATED	20130121003	QUE
BAE - (RAYTHEON)						
HAWKER 800XP	3000	DISTRIBUTION PANEL	258KT133	SERVICEABLE	20130105001	QUE
HS 125 700A	2913	HYDRAULIC PUMP	65WE0103036	BROKEN	20130201005	ONT
HS 125 700A	2913	HYDRAULIC PUMP	6SWE0103036	FAILED	20130325005	QUE
HS 125 700A	3120	VERTICAL SPEED INDICATOR	660117117	BURNT	20130326008	ONT
BEECH						
100	2731	WHEAT LIGHT	D1581005T1	BURNT	20130107002	QUE
100	3010	LEFT TAIL DE-ICE TUBE	5097010153	CUT	20130322009	PAC
1900C	2397	MICROPHONE JACK	SWCS12B	BENT	20130313007	PAC
1900D	5230	HANDLE ASSEMBLY	1145140351	TWISTED	20130222003	PNR
1900D	7311	OIL COOLER	1143890005	CRACKED	20130320011	PNR
200	2821	STRAINER	10192002949	CORRODED	20130118003	QUE
65A90 1	3230	LIMIT SWITCH	MS250261	FAILED	20130109007	ONT
76	3244	TUBE	302246401	FAILED	20130115015	ONT
76	3245	TUBE	302246401	FAILED	20130123005	ONT
76	3245	TUBE	302246401	UNSERVICEABLE	20130201004	ONT
A100	2211	PITCH COMPUTER	0113TF	OVERHAULED	20130115004	ONT
A100	2720	RUDDER PEDAL ARM	5052432610	BROKEN	20130325018	ONT
A100	2750	MOTOR	1005240731	OVERHAULED	20130211004	ONT
A100	3210	LANDING GEAR	508103237	CRACKED	20130325019	ONT
A100	3230	RELAY	6041H189	PITTED	20130328008	QUE
B200	2100	PIN	1014300329	UNSERVICEABLE	20130325024	PNR
B200	2720	ARM RUDDER PEDAL	5052432628	BROKEN	20130130003	PNR
B200	3220	BOLT	130909B177	CORRODED	20130226004	PNR
B200	3240	BRAKE DE-ICE HOSE LOWER	1013800157	RUPTURED	20130315006	PNR
B200	3244	TIRE HIGH FLOATATION	265F868	TREAD SEPARATION	20130118013	PNR
B200	5600	WINDSHIELD	10138402523	CRACKED	20130211009	PNR
B200	7314	LOW PRESSURE FUEL PUMP	913800033	LEAKING	20130321007	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
B300	7110	HOOK AND CAM ASSEMBLY	B140048	SERVICEABLE	20130301003	ATL
B300C	3210	MAIN LANDING GEAR RIGHT SIDE STRUT	1018100821	DAMAGED	20130211002	ATL
C90A	3233	NOSE GEAR ACTUATOR	11238002221	INTERNAL FAILURE	20130110008	ATL
C90A	5610	LEFT WINDSHIELD	10138402523	CRACKED	20130124001	ATL
F90	2000	AFT WING BOLT KIT	101402615	NEW	20130320012	PNR
BELL TEXTRON - CAN						
206B	5310	RIGHT STRAP	206031200024	CRACKED	20130201010	PAC
206B	5610	LEFT BUBBLE WINDOW	206B10111	SHATTERED	20130215003	PNR
206B	6320	NUT		CRACKED	20130228006	QUE
206B	7600	TORQUE LINE		LOOSE	20130220009	PNR
222B	6320	TOP CASE	222040061105	CRACKED	20130314004	ONT
407	2497	KAPTON WIRE		CRACKED	20130222007	ONT
407	6730	NUT		NOT LOCKWIRED	20130311025	ONT
407	7300	FUEL SYSTEM CABLE ASSEMBLY	407076501109	CHAFED	20130124023	QUE
429	2562	ANTENNA CONNECTOR		NOT CONNECTED	20130215012	QUE
429	6220	SHEAR BEARING	4293100021011	DEBONDED	20130328005	QUE
429	6700	SET SCREW	NAS1081C3A12	NEW	20130123002	QUE
430	6720	CONTROL TUBE	430001007101	BROKEN	20130325016	QUE
BELL TEXTRON - USA						
204B	1000	NUT	52Z1835048	NEW	20130326007	ONT
204B	2810	FUEL CELL	FCE47300	LEAKING	20130212025	PNR
204B	6320	GASKET	205040187001	UNSERVICEABLE	20130212027	PNR
205A 1	2435	STARTER GENERATOR	23064001	SHEARED	20130323001	PAC
212	3110	CAUTION PANEL	209075325045	FAILED	20130225020	PAC
212	3210	CROSSTUBE	212320104	BROKEN	20130206010	PAC
212	5302	LONGERON SPLICE	212030128110A	CRACKED	20130225019	PAC
212	6240	TRIPLE TACH	8DJ131LAV1	SLOW	20130225021	PAC
212	6320	SUPPORT CASE	212040054105	BROKEN	20130312010	PAC
212	6410	BLADE TAIL ROTOR	212010750113	DELAMINATION	20130220007	PAC
212	7714	DUAL TORQUE INDICATOR	212070160101	FAILED	20130214022	PAC
212	7921	OIL COOLER BLOWER	209062502009	GOOD	20130314014	PAC
412CF	3197	WIRE		CHAFING	20130128024	PNR
412EP	6230	BOLTS	MS21250H04004	NEW	20130123001	QUE
BOEING						
727 225	3230	TUBE ASSEMBLY	69678901	BROKEN	20130322008	ONT
727 227	5753	FLAP JACKSCREW FAIRING	652678969	DAMAGED	20130116021	PAC
737 242C	2710	AILERON POWER CONTROL UNIT	654476117	TREAD SEPARATED	20130325004	ONT
737 2L9	5697	CIRCUIT BREAKER	BACC18Z2G	BURNT	20130315005	ONT
737 46B	2910	HYDRAULIC LINE	65C268411137	CRACKED	20130116015	PAC
737 76N	3241	ANTI-SKID VALVE	39353	UNSERVICEABLE	20130315003	PNR
737 76N	3610	PRE-COOLER CONTROL VALVE	32895625	FAILED	20130319004	PNR
737 76N	520	MAIN LANDING GEAR DOOR		DAMAGED	20130215004	PNR
737 7CT	2750	FLAP SYSTEM		FAULTED	20130318017	PNR
737 7CT	2751	SKEW SENSOR	9000421	FAILED	20130117009	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
737 7CT	2824	MOTOR OPERATED VALVE ACTUATOR	MA30A1001	FAILED	20130123008	PNR
737 7CT	3445	TRAFFIC ALERT AND COLLISION AVAOIDANCE SYSTEM PROCESSOR	66500002221	FAILED	20130128021	PNR
737 7CT	520	CABIN		BURNING SMELL	20130225016	PNR
737 7CT	5610	CAPTAINS #2 WINDOW	141A481037	CRACKED	20130308009	PNR
737 7CT	5610	FIRST OFFICER'S #2 WINDOW PANE	58935578	UNSERVICEABLE	20130116017	PNR
737 7CT	5610	R2 SLIDING WINDOW PANE	58935588	SHATTERED	20130111001	PNR
737 800	3246	WHEEL ASSEMBLY #2	26123111	UNSERVICEABLE	20130325001	QUE
737 800	4950	ROD END ASSEMBLIES (X2)	69551417	BROKEN	20130114001	QUE
737 800	5797	WIRE	W11343601R18	SHORTED WIRES	20130218001	QUE
737 8AS	5753	DEFLECTION CONTROL RIB	115A62308	WORN THROUGH	20130114003	PAC
737 8CT	3160	DISPLAY UNIT	4091900932	FAILED	20130221009	PNR
737 8CT	3244	MAIN WHEEL TIRE	44IK82TI	UNSERVICEABLE	20130325002	PNR
737 8CT	3610	PRESSURE REGULATOR AND SHUT-OFF VALVE	32145526	ROUGH BEARING	20130103009	PNR
737 8CT	4930	FUEL CONTROL UNIT	4419214	FAILED	20130108004	PNR
737 8Q8	3810	COUPLING	W994BF08DE	LEAKING	20130123003	ATL
757 2B7	5610	WINDSHIELD	141T480149	ARCHING	20130218007	PNR
767 333	2750	FLAP SYSTEM		FAILED	20130218008	QUE
767 333	2780	LEAD EDGE SLAT		FAILED	20130114010	QUE
767 375	2910	RUDDER RATIO HOSE		FAILED	20130114007	QUE
767 375	3320	LIGHT BALLAST		FAILED	20130103006	QUE
777 333ER	2130	OUTFLOW VALVE		FAILED	20130128016	QUE
777 333ER	2450	CIRCUIT BREAKER	120000950	OVERHEATED	20130313004	QUE
PT17	3213	CYLINDER-SHOCK STRUT UPPE	E75N12643	USED	20130306002	ONT
BOMBARDIER						
BD 100 1A10	2120	AIR CONDITIONING		SMOKE	20130313001	QUE
BD 100 1A10	2510	HYDROLOCKS	871544405	BROKEN	20130130005	QUE
BD 100 1A10	2910	HYDRAULIC TUBE	1005354127005	RUPTURED	20130306007	QUE
BD 100 1A10	3418	STALL PROTECT COMPUTER	8221792001	FAILED	20130306006	QUE
BD 700 1A11	5751	AILERON PULLEY COVER		CLEARANCE	20130124015	QUE
CL600 2B19 (RJ100)	2120	FILTER	P196305	CLOGGED	20130214012	QUE
CL600 2B19 (RJ100)	2130	PRESSURE CONTROL PANEL	21197645	SHORTED	20130313012	QUE
CL600 2B19 (RJ100)	2133	PRESSURE REGULATOR AND SHUT-OFF VALVE	32156221	FAILED	20130220005	QUE
CL600 2B19 (RJ100)	2197	CONNECTOR	MS27473T24B61SA	SHORTED	20130129006	QUE
CL600 2B19 (RJ100)	2450	RELAY	586570245	FAILED	20130213006	QUE
CL600 2B19 (RJ100)	2730	BEARING	MS2142841	CORRODED	20130128018	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2B19 (RJ100)	2730	ELEVATOR SERVO ACTUATOR	6225027101	FAILED	20130124004	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130118009	PNR
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130121011	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130122006	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130122009	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130122011	PNR
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130129004	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130225018	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20130320004	QUE
CL600 2B19 (RJ100)	2751	BRAKE AND POSITION SENSING UNIT	855D1009	FAILED	20130214003	QUE
CL600 2B19 (RJ100)	2751	BRAKE AND POSITION SENSING UNIT	855D1009	FAILED	20130214007	QUE
CL600 2B19 (RJ100)	2751	FLAP SYSTEM		FAILED	20130124020	QUE
CL600 2B19 (RJ100)	2751	FLAP SYSTEM		FAILED	20130124021	QUE
CL600 2B19 (RJ100)	2751	FLAP SYSTEM		OUT OF RIG	20130313009	QUE
CL600 2B19 (RJ100)	2751	SENSOR OUTBOARD FLAP SKEW	601R930571	FAILED	20130214004	QUE
CL600 2B19 (RJ100)	2751	SKEW DETECTION UNIT	8004301	FAILED	20130116001	ATL
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR	852D10025	FAILED	20130107007	QUE
CL600 2B19 (RJ100)	2752	FLAP ACTUATOR	852D10025	FAILED	20130125002	ATL
CL600 2B19 (RJ100)	2760	SPOILER SYSTEM		FAULTED	20130124007	QUE
CL600 2B19 (RJ100)	2910	HOSE	AE2460210G0220	CHAFED	20130115010	QUE
CL600 2B19 (RJ100)	2910	HYDRAULIC HOSE ASSEMBLY	AE2460210E0164	BURST	20130218002	QUE
CL600 2B19 (RJ100)	3230	NOSE LANDING GEAR		FAILED	20130114005	ATL
CL600 2B19 (RJ100)	3230	SELECTOR VALVE	750005000	FAILED	20130121008	QUE
CL600 2B19 (RJ100)	3251	ROTARY VARIABLE DIFFERENTIAL TRANSDUCER	16735109	FAILED	20130214018	QUE
CL600 2B19 (RJ100)	3310	PASSENGER SERVICE UNIT		OVERHEATED	20130325008	QUE
CL600 2B19 (RJ100)	3320	BALLAST	BR900022	FAILED	20130219003	ATL
CL600 2B19 (RJ100)	3320	LAMP- HOLDER FIXED	BV501261	FAILED	20130107005	QUE
CL600 2B19 (RJ100)	3320	LAVATORY LIGHTS	0L6839BPEGPL	BURNT OUT	20130107012	QUE
CL600 2B19 (RJ100)	3320	ORDNANCE SIGN	BF10010005	NORMAL	20130308010	ATL
CL600 2B19 (RJ100)	3418	ANGLE OF ATTACK SENSOR	601R52022	FAILED	20130124014	QUE
CL600 2B19 (RJ100)	3418	UNIT STALL PROTECTION	3995100208	FAILED	20130318020	QUE
CL600 2B19 (RJ100)	5210	ACTUATOR PASSENGER DOOR	601R945563	FAILED	20130214008	QUE
CL600 2B19 (RJ100)	5210	HANDLE ASSEMBLY PASSENGER DOOR	H341437	HARD TO STOW	20130321006	QUE
CL600 2B19 (RJ100)	5210	LATCH BOX ASSEMBLY		CRACKED	20130327006	QUE
CL600 2B19 (RJ100)	5210	SHAFT	600390389	BENT	20130124024	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD 559		CRACKED	20130220003	QUE
CL600 2B19 (RJ100)	5610	WINDOW LEFT SIDE	NP13932211	CRACKED	20130305003	QUE
CL600 2B19 (RJ100)	5610	WINDOW RIGHT SIDE	NP13932212	CRACKED	20130313008	QUE
CL600 2B19 (RJ100)	5610	LEFT WINDSHIELD	NP13932113	CRACKED	20130313011	QUE
CL600 2B19 (RJ100)	5610	LEFT WINDSHIELD	601R3303313	SHATTERED	20130130002	QUE
CL600 2B19 (RJ100)	5610	RIGHT WINDSHIELD	NP13932114	CRACKED	20130214014	QUE
CL600 2B19 (RJ100)	5610	RIGHT WINDSHIELD	NP13932187226	SHATTERED	20130315004	QUE
CL600 2C10 (RJ700)	2110	AIR CYCLE MACHINE	GG670950095	FAILED	20130325010	QUE
CL600 2C10 (RJ700)	2133	SAFETY VALVE	GG670980051	FAILED	20130115009	QUE
CL600 2C10 (RJ700)	2400	JUNCTION BOX ASSEMBLY JB2	E520002201B	OVERHEATED	20130219001	QUE
CL600 2C10 (RJ700)	2421	INTEGRATED DRIVE GENERATOR	766277B	FAILED	20130122008	QUE
CL600 2C10 (RJ700)	2510	AMPLIFIER PASSENGER ADDRESS	558211	OVERHEATED	20130214011	QUE
CL600 2C10 (RJ700)	2520	LIGHT ASSEMBLY	CDEL1006505	OVERHEATED	20130321003	QUE
CL600 2C10 (RJ700)	2750	FLAP TORQUE TUBE	59113602	CORRODED	20130107009	QUE
CL600 2C10 (RJ700)	3160	ELECTRONIC FLIGHT DISPLAY	6229810204	FAILED	20130214013	QUE
CL600 2C10 (RJ700)	3230	LANDING GEAR SELECTOR VALVE	2322H000004	FAILED	20130222002	QUE
CL600 2C10 (RJ700)	3231	NOSE LANDING GEAR DOOR LINKAGE ROD ASSEMBLY	5263087223	FAILED	20130318010	QUE
CL600 2C10 (RJ700)	520	LAVATORY		SMOKE	20130121010	QUE
CL600 2C10 (RJ700)	5610	FIRST OFFICER WINDSHIELD	NP13932110	CRACKED	20130121006	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932113	CRACKED	20130121007	QUE
CL600 2C10 (RJ700)	5610	LEFT WINDSHIELD	NP1393215	CRACKED	20130305004	QUE
CL600 2C10 (RJ702)	3230	PROXIMITY SENSOR		MISADJUSTED	20130227003	QUE
CL600 2D15 (705)	2910	FLEX HOSE	AE71357812	RUPTURED	20130326005	ATL
CL600 2D15 (705)	2913	ENGINE DRIVEN HYDRAULIC PUMP	6619005	LEAKING	20130219002	ATL
CL600 2D15 (705)	3010	DUCT	9912190103	RUPTURED	20130325012	ATL
CL600 2D15 (705)	5210	ICE BREAK CABLE	601R3181273	BROKEN	20130201003	ATL
CL600 2D15 (705)	5250	SPRING PIN	MS16562223	BROKEN	20130308003	ATL
CL600 2D15 (705)	5797	SPIRAL CORD	CC670129995	CHAFED	20130214005	ATL
CL600 2D15 (705)	5797	SPIRAL CORD	CC670129995	CHAFED	20130225012	ATL
CL600 2D15 (705)	5797	SPIRAL CORD	CC670129995	CHAFED	20130321002	ATL
CL600 2D24 (RJ900)	2120	AFT CABIN AREA		SMOKE	20130204007	QUE
CL600 2D24 (RJ900)	2130	CORROSION PREVENTION AND CONTROL PROGRAM	GG6709800111	FAILED	20130118005	QUE
CL600 2D24 (RJ900)	2730	PITCH CONTROL		UNCOMMANDED	20130307006	QUE

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2D24 (RJ900)	2730	RIGHT OUTBOARD POWER CONTROL UNIT	510009	BROKEN	20130220001	QUE
CL600 2D24 (RJ900)	3222	MAIN LANDING GEAR AXLE	492637	CRACKED	20130109002	QUE
CL600 2D24 (RJ900)	3320	LIGHT BALLAST	BR9500106	OVERHEATED	20130214009	QUE
CL600 2D24 (RJ900)	3620	LOOP CONNECTORS		HIGH RESISTANCE	20130208001	QUE
CL600 2D24 (RJ900)	5610	SIDE WINDOW	NP13932212	CRACKED	20130124018	QUE
CANADAIR						
CL215 1A10	2590	HOUSING WATER PROBE	883363	CRACKED	20130307001	ATL
CL215 1A10	5711	WING SPAR		CRACKED	20130301004	PNR
CL215 6B11(CL215T)	3211	FORWARD LUG	1607144	CRACKED	20130128020	PNR
CL215 6B11(CL415)	1497	COVER ASSEMBLY	215T3002530	SERVICEABLE	20130312009	ATL
CL215 6B11(CL415)	2510	WATER DUMP HANDLE	21593838820	CRACKED	20130319001	QUE
CL215 6B11(CL415)	5300	CHANNEL	2153102962	MISSING RIVETS	20130304011	ATL
CL600 2B16(604)	2760	ANGLE PLATE ANTI-ROTATION	6001034343	NEW	20130313005	ONT
CL600 2B16(604)	3197	COMPRESSOR TURBINE SCREEN HARNESS		WIRE EXPOSED	20130131001	QUE
CL600 2B16(604)	4920	AUXILIARY POWER UNIT	604970391	FAILED	20130110010	QUE
CESSNA						
150M	3244	TIRE	923150	FAILED	20130115016	ONT
150M	3416	ALTIMETER		LOW READING	20130116011	ONT
150M	8011	STARTER	C12ST21S	FAILED	20130115012	ONT
152	5541	SPAR	4330109	CRACKED	20130213002	PNR
172N	3210	ARM ASSEMBLY	7430118	CRACKED	20130218004	ONT
172N	5210	BULKHEAD DOOR POST ASSEMBLY	513007110	CRACKED	20130218005	ONT
172R	3245	TUBE - TIRE	923080	FLAT	20130115014	ONT
172RG	3230	POWER PACK	98811241RX	WILL NOT SHUT OFF	20130110009	PNR
172RG	3233	HYDRAULIC ACTUATOR	98820152	CRACKED	20130109006	ONT
172S	1420	CONNECTOR	KTKSAD10280X3	BURNT	20130319002	ONT
172S	2820	TOP FUEL BOWL ASSEMBLY	7560396	LEAKING	20130115001	ONT
172S	5347	SEAT RECLINE ACTUATOR	UL18019VSP1130	FAILED	20130115006	ONT
182J	5312	BULKHEAD	7126161	CRACKED	20130124008	PAC
208	2752	MOTOR PRIMARY	D14500463	NEW	20130204005	ONT
208B	3510	BOLT CLAMP	S23238	BROKEN	20130325023	PNR
208B	7220	VANE ASSEMBLY	59550396	UNSERVICEABLE	20130318016	ONT

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
550	2750	CONNECTING LINK ASSEMBLY	ASA352CL	MISSING PARTS	20130215001	ONT
A185E	3211	FITTING	71349561	CRACKED	20130205003	PAC
U206B	5312	AFT BULKHEAD	12128582	CRACKED	20130328011	QUE
U206D	5520	HINGE	12346251	UNSERVICEABLE	20130220008	PAC
U206D	5520	REAR SPAR	13326212	CORRODED	20130220006	PAC
U206D	5522	BALANCE WEIGHT CHANNEL	12346061	CORRODED	20130220010	PAC
CONVAIR - CAN						
340	5730	WING INSTALLATION	3401000000861	CRACKED	20130116016	PAC
340	7120	ROD END	DREMHD6T2	WORN	20130128022	PNR
DASSAULT						
FALCON 10	3010	SLAT ANTI ICE HOSE	FAL1007	COLLAPSED	20130109009	ONT
DEHAVILLAND - CAN						
DHC 2 MKI	2720	RUDDER TORQUE TUBE	C2CF209	CORRODED	20130110006	PAC
DHC 2 MKI	2730	BOLT	AN2312	USED	20130328010	QUE
DHC 2 MKI	2730	LINK	C2CF347ND	USED	20130328009	QUE
DHC 2 MKI	3246	RIGHT FLOAT FITTING	58S926R	CRACKED	20130107004	PAC
DHC 2 MKI	3246	LANDING GEAR-WEBBED PLATE		CRACKED	20130211007	QUE
DHC 2 MKI	3246	WEBBED PLATE		CRACKED	20130313002	QUE
DHC 2 MKI	5310	FORWARD TUBULAR FRAME	C2FS3203A	CRACKED	20130221003	PAC
DHC 2 MKI	5711	REAR SPAR	C2W1007	CRACKED	20130307003	PAC
DHC 2 MKI	7600	BRACKET	C2C2927	CRACKED	20130312008	PAC
DHC 3	2497	RELAY	MS24192D1	INCORRECT HOOKUP	20130110011	PAC
DHC 3	5311	STRUCTURE		CORRODED	20130222004	QUE
DHC 6 300	1000	HINGE ARM	C6WM111331	NEW	20130222011	PAC
DHC 6 300	2710	AILERON CABLE		CHAFED	20130206005	PAC
DHC 6 300	2710	AILERON CABLE		DAMAGED	20130206008	PAC
DHC 6 300	2710	AILERON CABLE		RUBBING FAIRLEAD	20130206007	PAC
DHC 8 102	2611	WIRING HARNESS		CHAFED	20130123006	ATL
DHC 8 102	2710	AILERON PULLEY	MS202203	UNSERVICEABLE	20130108002	PNR
DHC 8 102	2710	BEARING	MS2764221	CORRODED	20130320005	PNR
DHC 8 102	2820	FUEL LINE	82820137003	PIN HOLE	20130128023	ATL
DHC 8 102	3010	DE-ICE HOSE		LEAKING	20130226003	ATL
DHC 8 102	3220	SOLENOID SEQUENCE VALVE	54C546347	FAILED	20130220002	ATL
DHC 8 102	3230	LANDING GEAR DOOR RELAYS	3261K8ANDK9	FAULTY	20130304001	ATL
DHC 8 102	3240	RUDDER CONTROL BRAKE ROD	82710024101	BENT	20130207002	ATL
DHC 8 102	3320	LIGHT ASSEMBLY	2LA28502801	CORRODED	20130212024	ATL
DHC 8 102	5610	SIDE WINDOW		SHATTERED	20130204002	ATL
DHC 8 102	5755	ACTUATOR	A44700009	CRACKED	20130206006	ATL
DHC 8 102	5755	CASING		FRACTURED	20130107003	ATL
DHC 8 102	5755	CASING		FRACTURED	20130208005	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20130121005	ATL
DHC 8 106	7170	FUEL DRAIN TUBE ASSEMBLY	82820127101	BROKEN	20130130001	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 200	2100	AIR CYCLE MACHINE	78279018	SEIZED	20130314013	ONT
DHC 8 202	2731	ELEVATOR TRIM		JAMMING	20130314001	ONT
DHC 8 300	5610	LEFT WINDSHIELD	NP15790113	CRACKED	20130315001	ONT
DHC 8 301	3230	NOSE GEAR HOSE ASSEMBLY	AE2463510E0124	LEAKING	20130125003	ATL
DHC 8 311	2710	AILERON CABLE ASSEMBLY	82700566S001	UNSERVICEABLE	20130325017	QUE
DHC 8 311	5240	DOOR HANDLE		UNSERVICEABLE	20130103007	ATL
DHC 8 311	5541	UPPER CLOSING RIB	85540027001	CRACKED	20130201009	ATL
DHC 8 311	6123	ELECTRICAL WIRE	DSC201209	BROKEN	20130304004	ATL
DHC 8 315	2720	HYDRAULIC TUBE ASSEMBLY	82960010173	CRACKED	20130121009	PNR
DHC 8 400	2400	ELECTRICAL WIRE BUNDLE		CHAFED WIRES	20130304012	ONT
DHC 8 400	2497	HARNESS ASSEMBLY	89812001	BURNT	20130319005	ONT
DHC 8 400	3220	SOLENOID SEQUENTIAL VALVE		INTERMITTENT	20130314005	ONT
DHC 8 400	3230	MAIN LANDING GEAR STAB BRACE		BINDING	20130124019	ONT
DHC 8 400	3230	SOLENIOD SEQUENTIAL VALVE		FAULTY WIRE	20130314002	ONT
DHC 8 400	3230	STAB BRACE ASSEMBLY		BINDING	20130124022	ONT
DHC 8 400	3230	UPLOCK	465009	WORN HOOK	20130103002	ONT
DHC 8 402	0	AFT BAGGAGE BLOWOUT PANEL		DISLODGED	20130305002	ONT
DHC 8 402	2750	FLAP CONTROL		CATCHING	20130116009	ATL
DHC 8 402	3020	INTAKE LIP HEATER	4100S02805	BURNT	20130122007	ATL
DHC 8 402	3220	NOSE LANDING GEAR PROXIMITY SENSOR	401020101	DASHED OUT	20130304016	ONT
DHC 8 402	3220	NOSE WHEEL BEARING	LM29700LA902A7	FAILED	20130123004	ATL
DHC 8 402	3230	CAM ASSEMBLY	485101	MISSING BOLTS	20130102002	ATL
DHC 8 402	3244	TIRE	DR0231T	PLY SEPARATION	20130205001	ATL
DHC 8 402	3250	NOSE STEERING		ERRATIC	20130319003	ONT
DHC 8 402	3251	STEERING CONTROL UNIT	4063000601	FAILED CHECKS	20130228004	ATL
DHC 8 402	5600	WINDSHIELD	NP15790119	CRACKED	20130312002	ATL
DIAMOND - CAN						
DA 20 A1	3245	TIRE TUBE	923080	SPLIT	20130221010	ONT
DA 20 A1	3245	TIRE TUBE	923080	SPLIT	20130221011	ONT
DA 20 C1	1900	BRAKE CYLINDER	1054A	BROKEN	20130318013	ATL
DA 20 C1	2421	BOLT	2224120001	BROKEN	20130304003	ATL
DA 20 C1	2720	LEFT ASSEMBLY PEDAL BRAKE	2227271300	CRACKED	20130311013	ATL
DA 20 C1	3243	BRAKE MASTER CYLINDER	1054A	SEPARATED	20130211008	ATL
DA 20 C1	7600	ROD END	HF3M	SEIZED	20130226005	ATL
DA 20 C1	7930	OIL PRESSURE GAUGE	2279301000	INACCURATE	20130115003	ATL
DA 20 C1	7931	OIL PRESSURE GAUGE	2279301000	INACCURATE	20130211006	ATL

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DA 20 C1	7931	OIL PRESSURE GAUGE	2279301000	READING LOW	20130304002	ATL
DA 20 C1	8000	STARTER RELAY	SAZ4201BR	FAILED	20130311018	ATL
DORNIER						
328 300	2730	ELEVATOR HORN	001B552A1500002	DELAMINATION	20130301002	QUE
DOUGLAS						
DC3C	3411	PITOT STATIC LINES		PLASTIC MELTED	20130129007	ONT
EMBRAER						
EMB 500	3240	PRESSURE SWITCH	3032015001	USED	20130328003	PNR
EMB 505	2131	AIR MANAGEMENT SYSTEM CONTROLLER	SYLZ53632203	FAILED	20130227006	PNR
EMB 505	2210	CABLE	50515502401	LOOSE	20130212005	PNR
EMB 505	3297	ELECTRICAL HARNESS	23171146401	USED	20130109004	PNR
ERJ 170 200 SU	2120	EMERGENCY RAM AIR CHECK	10014524	FAILED	20130204001	QUE
ERJ 170 200 SU	2120	RECIRC FILTER		FAILED	20130114009	QUE
ERJ 170 200 SU	2722	RUDDER ACTUATOR	4154001009	LEAKING	20130318018	QUE
ERJ 170 200 SU	3610	PRE-COOLER		LEAKING	20130129005	QUE
ERJ 190 100 IGW	2820	FUEL LINE		GOUGED	20130304013	QUE
ERJ 190 100 IGW	3213	RETAINING RING	28210059	MISSING	20130204012	QUE
ERJ 190 100 IGW	3213	SIDE STAY BOLT		LOOSE	20130204013	QUE
ERJ 190 100 IGW	3230	GEAR SENSOR		FAILED	20130225014	QUE
ERJ 190 100 IGW	5210	L1 DOOR DEFLECTOR		FAILED	20130327001	QUE
ERJ 190 100 IGW	5610	LEFT WINDSHIELD	SYLZ53118	FAILED	20130114011	QUE
ERJ 190 100 IGW	5610	WINDSHIELD	NP18730111	SHATTERED	20130326003	QUE
EUROCOPTER DEUT						
EC 135P2PLUS	7220	DIFFERENTIAL PRESSURE SENSOR	PB53011RO2	UNSERVICEABLE	20130207005	ONT
EUROCOPTER FRANCE						
AS 355	6420	BOLT	22129BC080060L	NEW	20130204014	PAC
EC 120 B	6230	BUSHING	MM2599973	SCORED	20130215006	PAC
EC 130 B4	6710	COLLECTIVE		FUNCTIONAL	20130319008	PAC
FAIRCHILD						
SA227AC	2710	AILERON	2734000040	CRACKED	20130328004	ONT
SA227AC	2910	HYDRAULIC LINE	2781032677	FRACTURED	20130318021	ONT
SA227AC	2910	O-RING		LEAKING	20130125006	ONT
SA227AC	2910	TUBE ASSEMBLY	2781032081	LEAKING	20130125007	ONT
SA227AC	5210	CABIN DOOR SEAL		ICED-UP	20130206001	ONT
SA227DC	2120	HOSE	2784086093	PUNCTURED HOLE	20130322004	ONT
SA227DC	2612	FIRE DETECTOR	1734361450F	SHORTED	20130207003	ONT
GROB-WERKE						
G 120A	5753	FLAP DRIVE MOTOR	120A4283	GOOD	20130117012	PNR
GULFSTREAM - ISRAEL						
ASTRA SPX	2440	GROUND POWER PLUG		FAILED	20130110002	ONT
HAWKER SIDDELEY-UK						
HS 748 2A	2910	HYDRAULIC HOSE	24Q2395	SERVICEABLE	20130125008	PNR
HS 748 2A	2913	HYDRAULIC PUMP	AIR15070014	OVERHAULED	20130210001	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
LEARJET						
55	3422	DIRECTIONAL GYRO	501116202	FAILED	20130131005	ONT
LOCKHEED						
382G	3220	NOSE LANDING GEAR	330035913	CORRODED	20130123009	PAC
382G	5230	CARGO DOOR BEAM	SRM525001	CRACKED	20130308004	ONT
MITSUBISHI - USA						
MU 2B60	5320	ANGLE	030A320211	CRACKED	20130109005	PNR
MORAVAN						
Z242L	2720	RUDDER CABLE	Z14242260100	FRAYED	20130215007	ONT
Z242L	2731	ELEVATOR TRIM CABLE	Z4244130000	FRAYED	20130118006	ONT
Z242L	3250	STEERING SPRING	Z4242170001	BROKEN	20130304007	ONT
Z242L	7314	FUEL PUMP		ELECTRICAL SHORT	20130116014	ONT
PILATUS - SW						
PC 12 47E	2131	CABIN PRESSURE CONTROLLER	21192323	FAILED	20130301007	ONT
PC 12 47E	2742	SECONDARY MOTOR	978731420	FAILED	20130301006	ONT
PC 12 47E	2910	HYDRAULIC SYSTEM		FAILED	20130308012	ONT
PC 12 47E	2932	SYSTEM PRESSURE SWITCH	98505156521	UNSERVICEABLE	20130228005	PAC
PC 12 47E	3010	ANGLE OF ATTACK TRANSMITTER	975442142	HEATER FAIL	20130107001	ONT
PC 12 47E	3140	ADVANCED GRAPHICS MODULE	70364101904	FAILED	20130304006	ONT
PC 12 47E	3160	ADVANCED GRAPHICS MODULE	70364101902	FAILED	20130301008	ONT
PC 12 47E	3420	AIR DATA/ ATTITUDE/HEADING REFERENCE SYSTEM	KSG7200	FAILED	20130212023	ONT
PC 12 47E	3420	AIR DATA/ ATTITUDE/HEADING REFERENCE SYSTEM	KSG7200	FAILED	20130304008	ONT
PC 12 47E	3450	AIR DATA/ ATTITUDE/HEADING REFERENCE SYSTEM	65001885103	FAILED	20130301009	ONT
PC 12 47E	5720	NUT-PLATE	9384237203	BROKEN	20130318012	ONT
PIPER						
PA30	3230	MAIN LANDING GEAR TORQUE LINK	TBD	BROKEN FITTING	20130118012	QUE
PA31	2720	BULKHEAD	43179000	CRACKED	20130116013	PNR
PA31	3210	BOLT	AN17651	SHEARED	20130108003	ONT
PA31	3222	TRUNNION	4027300	CRACKED	20130220011	PNR
PA31 350	3233	CYLINDER HOUSING	29231	CRACKED	20130328013	PNR
PA34 200	5553	ATTACH FITTINGS		CORRODED	20130220012	PAC
PA44 180	7800	MUFFLER	PIM0010	BLOCKED	20130107010	ATL
PA44 180	8011	STARTER	149NL	FAILED	20130115007	ONT
ROBINSON						
R44 II	2435	STARTER	BC3151004	NOISY	20130212028	PNR
R44 II	2435	STARTER	14924HT	REPLACED	20130227002	PNR
R44 II	2435	STARTER	14924HT	SLOW	20130212029	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
R44 II	2822	AUXILIARY FUEL PUMP	D8187B	USED	20130110003	PNR
R44 II	2916	RESERVOIR	D2112	LEAKING	20130114013	PNR
R44 II	6320	TAIL ROTOR GEARBOX	C0211	CORRODED	20130306009	PNR
R44 II	6510	HANGER BEARING	C04111	WORN	20130304015	PNR
R44 II	6730	SERVO	D2121	LEAKING	20130308007	PNR
SAAB						
SF340A	3397	TERMINAL BLOCK	YHLZ22	OVERHEATED	20130222008	PAC
SIKORSKY						
S76A	2600	FLAME DETECTOR		FAILED	20130322001	QUE
S76C	5350	ENGINE OIL ACCESS PANEL		MISSING	20130321011	PAC
S76C	6210	MAIN ROTOR BLADE	7615009100053	DELAMINATED	20130312001	PAC
TECNAM						
P2006T	3250	BOLT (X2)	AN515A	GOOD	20130204006	PNR
VIKING CANADA						
DHC 6 400	1000	MAGNAFORM TUBE	C6CW108527	NEW	20130215015	PAC
DHC 6 400	1000	ROD	C6CT104627	NEW	20130215013	PAC
DHC 6 400	1000	TUBE	C6CF147127	NEW	20130215017	PAC
DHC 6 400	1000	TUBE	C6CW108327	NEW	20130215018	PAC
DHC 6 400	1000	TUBE	C6CW108427	NEW	20130215019	PAC
DHC 6 400	2701	LOWER CONTROL COLUMN	C3CF3919	NEW	20130123010	PAC
DHC 6 400	2710	AILERON QUADRANT SHAFT	C6CWM101327	NO CHAMFER	20130222012	PAC
DHC 6 400	2721	RUDDER TRIM PULLEY	C6CF106811	FILLET WELDS	20130221012	PAC
DHC 6 400	2750	FLAP FOLLOW UP CABLE	EO6905327	NEW	20130114014	PAC
ENGINE						
ALLISON						
250-C47B	7300	ENGINE CONTROL UNIT	2575358	DEFECTIVE	20130124016	QUE
AVCO LYCOMING						
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20130312014	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20130321005	PNR
IO-540-AE1A5	7414	COIL	10357165	WORN	20130312015	PNR
LTIO-540-J2BD	8530	CYLINDER ASSEMBLY	LW12966	CRACKED	20130307004	ATL
LTS-101-700D-2	7210	TORQUE IDLER GEAR	408135018	DAMAGED	20130205002	PNR
O-320-E2D	8530	CYLINDER	SL32006WA1J	SEPERATED	20130219005	PAC
O-360-C2A	8530	CAMSHAFT	71907	METAL LOSS	20130117013	PNR
BOMBARDIER ROTAX						
912 S3	8530	HYDRAULIC LIFTER	881831	WORN	20130122004	PAC
GARRETT						
TFE731-2-2B	7314	ENGINE DRIVEN FUEL PUMP	307085059	UNSERVICEABLE	20130124026	PNR
TFE731-2-2B	7720	P2/T2 PROBE	121690176519	ORIGINAL	20130221013	PAC
TPE331-10	7500	BLEED AIR ADAPTER	035A63220	CRACKED	20130327003	ONT
TPE331-12UHR	7310	FUEL LINE	31080481	CHAFED	20130307008	ONT

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GENERAL ELECTRIC						
CF34-3B	7200	ENGINE	6089T11G01	NEW	20130111002	QUE
CF34-8C1	7200	ENGINE SEAL		FAILED	20130109003	QUE
CF34-8C5	7240	BAFFLE		FRACTURED	20130320001	ATL
CF34-8C5	7250	ENGINE	CF348C5	TURBINE FAILURE	20130122002	ATL
HONEYWELL						
AS907-1-1A	7300	COMPRESSOR VARIABLE GEOMETRY LINKAGE ASSEMBLY HARDWARE	30332051	NEW	20130107011	QUE
PRATT & WHITNEY-CAN						
PT6A-28	7722	THERMOCOUPLE WIRING HARNESS	311792401	INTERMITTENT	20130307005	QUE
PW120A	1200	ADAPTOR	311652701	BLOCKED	20130110001	ATL
PW121	7931	OIL PRESSUR REGULATOR VALVE	310573401	LEAKING	20130320009	PNR
PW123	7197	ELECTRONIC CONTROL UNIT	7982133007	CONTAMINATED	20130215005	ATL
PW150A	7200	NUMBER 2 ENGINE	PW150A	ENGINE FIRE	20130306001	ONT
PRATT & WHITNEY-USA						
JT8D-15A	7250	TURBINE		BROKEN	20130308011	ONT
R-985-AN-14B	7314	FUEL PUMP	2PR400BDR5	WORN	20130207001	QUE
R-985-AN-14B	8530	CYLINDER ASSEMBLY	399354	SEPERATED	20130328012	PAC
ROLLS ROYCE - GY						
A250-C20	7200	BEARNG HOUSING	23062751	UNSERVICEABLE	20130109010	PNR
TELEDYNE CONTINENTAL						
GTSIO-520-L	1430	NUT	652541	SPLIT	20130326001	ONT
IO-520-M	8530	LIFTER	653888	FAILED	20130218012	PAC
O-200-A	8550	HOUSING	35020	CRACKED	20130219004	ONT
TSIO-550-C	7414	POINT KIT	AB382584	WORN OUT	20130117011	ONT
TURBOMECA						
ARRIEL 2B1	7400	IGNITER BOX	9550178070	UNSERVICEABLE	20130203001	PAC
WSK PZL KALISZ						
ASZ-62IR-M18	8520	POWER CASE		CRACKED	20130305001	PAC
PROPELLER						
DOWTY ROTOL						
R408/6-123-F/17	3000	ICE PROTECTION PANEL	8Z4873015	FAULTY SWITCH	20130103003	ONT
R408/6-123-F/17	6111	INNER BEARING RACE	6660004516	SERVICEABLE	20130308001	ONT
HAMILTON STANDARD						
24PF-305	6111	BLADE	PFA12D19B	POSSIBLE CRACK	20130128019	PAC
HARTZELL						
HC-C3YR-2EUF	6113	FORWARD SPINNER CAP	C4563P	CRACKED	20130116010	ONT

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
MCCAULEY						
3GFR34C703B	6111	PROPELLER BLADE		UNSERVICEABLE	20130308002	ONT
EQUIPMENT						
AVIDYNE						
EX5000	3160	MULTI FUNCTION DISPLAY	70000030805	INTERMITTENT	20130318026	PNR
BAE - UK						
B00A703056A	3200	ATTACHMENT PIN HEADED	1855138	LIFE EXCEEDED	20130213003	PNR
BOMBARDIER						
83910021001	3110	SHOCK MOUNT	156PL13156P6	WORN/TORN	20130122010	ATL
C&D AEROSPACE						
CD45K	2160	LINEAR RHEOSTAT CONTROL	CD21399	INTERMITTENT	20130104004	PNR
CESSNA						
505590403	2510	REEL ASSEMBLY	505590403	GOOD	20130304010	PNR
69261004	5720	BRACKET SUPPORT	69261004	BROKEN	20130109001	PAC
CONCORDE						
RG355	2432	BATTERY	RG355	LOW POWER	20130215009	ONT
DUNLOP						
31574	3246	TIRE		CRACKS IN GOOVE	20130130004	ATL
EDO						
6794930	3246	SUPPORT FITTING	901230601	CRACKED	20130102005	PAC
EUROCOPTER FRANCE						
AS350B3	1400	PULLEY	350A35109222	WORN	20130328007	ONT
M811B1	3120	BATTERY PACK	811BATT1	BATTERY LEAKING	20130129003	QUE
GOODRICH						
23078019	2435	COOLING FAN		BROKEN	20130313006	PAC
HAMILTON STANDARD						
582855	2000	BEARING	46578	SPALLED	20130115008	ONT
HAMILTON SUNDSTRAND						
78639114L28	1000	POWER LEVER	7901171	IRREGULAR PITCH	20130321009	ATL
HEROUX						
1551005	5230	BEARING CAP	1551031	CRACKED	20130304014	ATL
HONEYWELL						
RE100	4900	AUXILIARY POWER UNIT	RE100	IN SERVICE	20130221004	PNR
ITT						
AC16371	2530	GALLEY EQUIPMENT		MELTED	20130121004	ATL
KOLLSMAN						
24929412	3397	ALTIMETER	24929412	WIRING SHORTED	20130305006	PNR
LUCAS						
23079009	2435	REAR BEARING		FAILED	20130129008	PNR
ONBOARD SYSTEMS						
52802900	2590	RELEASE CABLE	AS2219	SERVICEABLE	20130128026	PAC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
RAYTHEON						
903641251	3310	PRINTED WIRE BOARD	903641241	BURNT	20130215002	PNR
TELEDYNE CONTINENTAL						
BL6006169	7414	BLOCK	10357426	CRACKED	20130104002	PNR
WOODWARD						
7665009805	6730	PISTON	41012001	WORN	20130116018	PAC
7665009805	6730	PISTON	41012001	WORN	20130116019	PAC
UNAPPROVED PART						
BEECH						
F90	2000	AFT WING BOLT KIT	10140261S	NEW	20130320012	PNR

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